

Panama Canal Regulations

§ 121.52

plates, construction of transverse and longitudinal bulkheads, and location of same.

(Approved by the Office of Management and Budget under control number 3207-0001)

[54 FR 37328, Sept. 8, 1989]

§ 121.46 Inspection of tank vessels.

Tank vessels shall be inspected in accordance with the provisions of this part and of Part 113 of this chapter. Conditions and design of tank vessels not specifically covered by the provisions of this part or by the provisions of Part 113 of this chapter shall conform to the pertinent provisions of the Tank Vessel Regulations of the U.S. Coast Guard.

CROSS REFERENCE: Tank vessel regulations of United States Coast Guard, see 46 CFR Part 30 *et seq.*

§ 121.47 Inspection of hulls.

(a) In the inspection of hulls of vessels, the inspector shall carefully inspect every accessible part of the hull, and carefully examine the wood or metal of which the hull is constructed to determine the condition of same, making all necessary hammer tests of hulls constructed of iron or steel. If the inspector shall not have satisfactory evidence otherwise of the soundness of the hull of a wooden vessel, he shall have the hull bored or opened up to his satisfaction.

(b) All scupper, sanitary, and other similar discharges which lead through the ship's hull shall be fitted with efficient means for preventing the ingress of water in the event of a fracture of such pipes. The requirements of this paragraph do not apply to the discharges in the machinery space connected with the main and auxiliary engines, pumps, etc.

(c) The outboard shaft or shafts on every ocean or coastwise vessel shall be drawn for examination at least once every 3 years: Provided, that when it is shown that a vessel has had a long period of lay-up the Marine Safety Unit may grant an extension equal to the time the vessel has been out of commission, but in no case shall the extension exceed 1 year.

(d) Where the propelling machinery is located amidships the afterbearing

shall be rebushed when it is worn down to $\frac{1}{4}$ inch clearance for shafts of 9 inches or less in diameter, $\frac{3}{16}$ inch clearance for shafts exceeding 9 inches but not exceeding 12 inches in diameter, and $\frac{3}{8}$ inch clearance for shafts exceeding 12 inches diameter. Where the propelling machinery is located aft the maximum clearance shall be one grade ($\frac{1}{16}$ inch) less than the above clearance.

[31 FR 12316, Sept. 16, 1966, as amended at 54 FR 37328, Sept. 8, 1989]

§ 121.48 Sea chests, sea valves and strainers.

Sea chests, sea valves, and strainers shall be carefully examined by the inspector when the vessel is in drydock, and, if deemed necessary, they shall be opened up for internal examination. This requirement also applies to bilge injection valves. All iron or steel fastenings of sea cocks and valves to the shell plating shall be examined and shall be renewed if necessary.

§ 121.49 Pumping arrangements.

The pumps and pumping arrangements, including valves, pipes and stainers, from the several holds, as well as from the engine and boiler spaces shall be examined at each inspection.

§ 121.50 Steering arrangements.

All parts of the steering arrangements, including the gear, quadrants, blocks, rods, chains, or other transmission gear and brakes shall be carefully examined by the inspector at each inspection.

§ 121.51 Watertight bulkheads and doors.

All watertight bulkheads and watertight doors shall be examined and found or required to be placed in good and efficient condition. Watertight bulkheads shall be tested with a head of water if considered necessary.

§ 121.52 Engine room signal gear.

Signal systems between engine room and pilot house, whether they be telegraph, bell, whistle, telephone, or voice tubes, shall be examined and tested at each inspection.